PHOTOGRAPHIC INTERPRETATION REPORT

KOSTROMA ICBM COMPLEX USSR

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PREFACE

This report updates and supersedes TCS-80876/66, Kostroma ICBM Complex, USSR, 1/ the initial report in a series prepared in response to CIA Requirement C-DI5-82,972 requesting detailed line drawings, to scale, of elements of the complex. The information contained herein is based on KEYHOLE photography through [redacted] Individual reports will be updated periodically to reflect changes observed on subsequent photography. 25X1D

KOSTROMA ICBM COMPLEX, USSR

The Kostroma ICBM Complex (Figure 1) is deployed northeast of the city of Kostroma, capital of Kostroma Oblast in the Russian SFSR. The city is an important industrial center situated on the high, east bank of the Volga river, at the mouth of the Kostroma river about 165 nm northeast of Moskva. Founded in the 12th century on the low west bank of the Volga, the city was transferred in 1238 A. D. to its present site after destruction by the Tatars.

The complex support facility is in the industrial eastern outskirts of the city. The rail-to-road transfer point is about 10 nm to the northeast. Completed launch sites deployed at this complex include 4 Type IIB, 2 Type IID, and 1 Type IIIA sites. There are also 2 groups of Type IIID launch sites under construction; 1 group contains 10 sites and the other 9 sites. Two possible launch sites have also been identified. The launch sites are deployed on both sides of the Kostroma-Buy highway northeast of Kostroma, and the furthermost site is about 22 nm from the transfer point.

The city of Kostroma is at an elevation of about 500 feet. Terrain to the east and northeast is gently rolling, with a total relative elevation difference of approximately 200 feet. Numerous small drains flow generally south to the Volga, or west to the Kostroma. Much of the land is heavily forested, but interspered with cleared areas devoted to agriculture or cattle raising. Most of the region in and around the complex is, by Soviet standards, well populated for a rural region. Numerous small towns and villages are present along the roads.

The complex is in the center of the Forest Zone of the European USSR. It is about the same latitude as Juneau, Alaska. The characteristic weather is gloomy. Winters are cold, with frequent snowfall. Consistent snow cover usually persists from mid-October to mid-April. Temperatures during the winter months of November through February range from -14° to -39° F. Summers are moderately warm, with light breezes, recurring cold spells, and frequent fogs. The average temperature during the warmest 4 months varies between 45° and 68° F. Roughly twice as much precipitation falls in summer as in winter, and spring is drier than autumn. In general, precipitation falls every second or third day in all seasons of the year. Minimum cloudiness generally exists from May to August when approximately two-thirds of the days are clear. Maximum cloudiness occurs from November through January when approximately one-fourth of the days are clear. Weather in this region varies considerably from year to year, and intrusions of Arctic air may cause drastic

temperature drops at any time. Below-freezing temperatures may be observed even in the summer months.

Transportation facilities into the complex are much better, relatively, than those found at most other ICBM complexes, especially those east of the Urals. A single-track rail line runs from Yaroslavl, through Kostroma, to Galich where it joins one of the main east-west rail lines. Yaroslavl is on a direct north-south rail line to Moskva. Several industrial sidings serve the complex support facility, and 9.0 nm east of the complex support facility a rail spur branches from the Kostroma-Galich line and runs about 2.5 nm north to the rail-to-road transfer point. The road network connecting Kostroma with the surrounding towns and villages includes many all-weather roads affording good motor transport between most of the large cities in European Russia. The existing highway from Kostroma to Buy was utilized as the complex main road, with access roads constructed to the various sites. As the first group of sites approached completion the main highway was improved and, in many places, relocated in order to better handle the large missile trailers. The new route bypasses the towns and villages clustered along the old road.

Construction of the Kostroma ICBM Complex probably had been initiated 25X1D
by [redacted] There was no evidence of it in [redacted] and it was first 25X1D
25X1D observed in [redacted] at which time the complex support facility and Launch Site 1 were both present. The size of the complex support facility, and the number of buildings it contained, indicated that work was started at least 6
25X1D to 7 months prior to the time it was first observed. Launch Site 1, a Type IIB site, appeared to be in an early stage and was probably started in the spring [redacted] Construction of 2 other Type IIB sites was started during [redacted] and 25X1D
the 1 Type IIIA was started either in late [redacted] Another Type 25X1D
IIB site was started in [redacted] construction 25X1D
was started for 2 Type IID launch sites. A second Type IIIA launch site was
25X1D started during [redacted] but was abandoned before it reached a midstage of
25X1D construction. By [redacted] all construction work was complete, and the only
activity observed at this complex [redacted] was an occasional ex- 25X1D
ercise or maintenance problem at one of the launch sites. In the late winter
25X1D and early spring of [redacted] construction activity was again observed and confirmed as deployment of Type IIID launch sites.

Most of the launch sites at this complex have been deployed in patches of forest. The Type IIID sites are generally interspersed within the limits of the original complex. Whether or not additional groups will be deployed is difficult to determine. Recent photographic coverage of the complex support facility and rail-to-road transfer point has been insufficient to make any deter-

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KOSTROMA ICBM COMPLEX, USSR

Component	Type	[redacted]	Geographic Coordinates
Complex Support Facility	--		57-46N 041-01E
Launch Site 1	11B		58-01N 041-22E
Launch Site 2	11B		58-02N 041-06E
Launch Site 3	11B		57-58N 041-09E
Launch Site 4	11B		58-05N 041-39E
Launch Site 5	11A		57-57N 041-13E
Launch Site 6	11D		57-55N 041-10E
Launch Site 7	11D		58-06N 041-32E
Launch Group I			
Launch Site 9I	11ID		57-53N 041-13E
Launch Site 10I	11ID		57-49N 041-10E
Launch Site 21I*	11ID		57-50N 041-16E
Launch Site 22I	11ID		57-53N 041-20E
Launch Site 23I	11ID		57-53N 041-08E
Launch Site 24I	11ID		57-46N 041-08E
Launch Site 26I	11ID		57-47N 041-14E
Launch Site 27I (Prob)	11ID		58-00N 041-17E
Launch Site 30I (Prob)	11ID		57-49N 041-22E
Launch Site 31I (Prob)	11ID		57-50N 041-29E
Launch Group J			
Launch Site 12J*	11ID		58-06N 041-36E
Launch Site 14J	11ID		58-07N 041-44E
Launch Site 15J	11ID		58-03N 041-40E
Launch Site 16J	11ID		58-09N 041-23E
Launch Site 17J	11ID		58-08N 041-30E
Launch Site 18J	11ID		58-06N 041-25E
Launch Site 19J (Prob)	11ID		58-04N 041-28E
Launch Site 20J	11ID		58-06N 041-32E
Launch Site 28J	11ID		58-01N 041-38E
Launch Site 25 (Poss)	--		57-58N 041-22E
Launch Site 32 (Poss)	--		58-03N 041-33E

*Control Site.
NOTE: Possible sites are not shown on Figure 1.

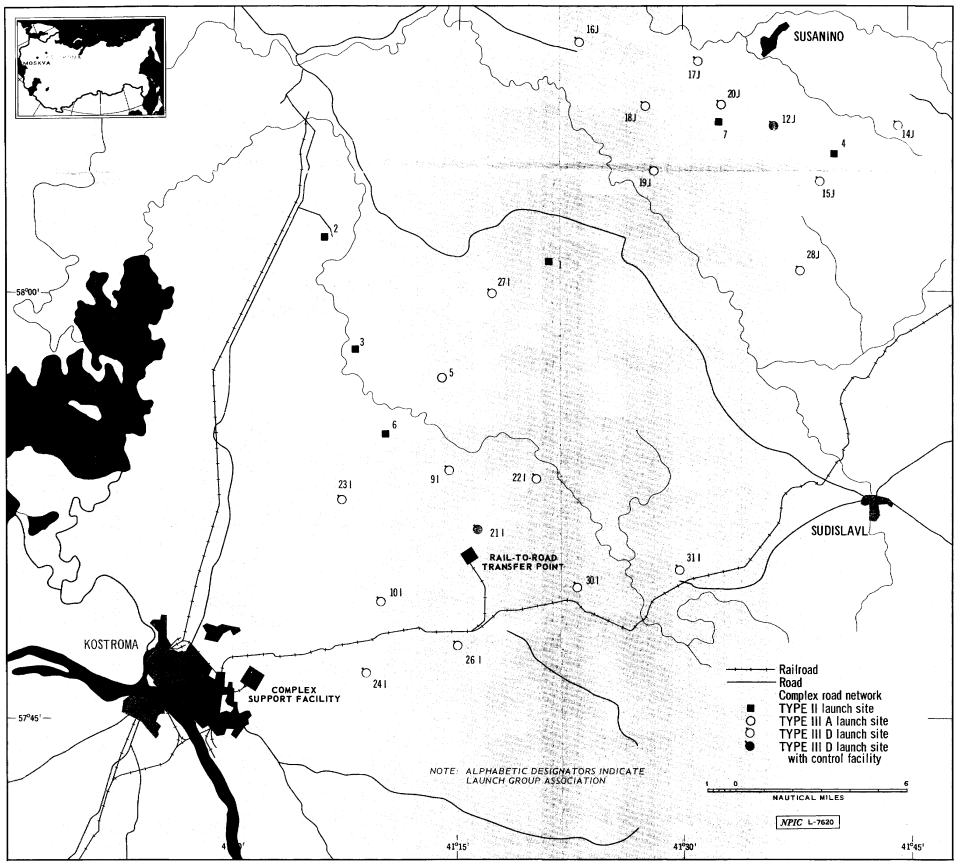

FIGURE 1. LOCATION OF KOSTROMA ICBM COMPLEX.

mination of a materials stockpile that could offer some evidence of proposed construction.

There is still room for additional site deployment to the east and southeast. According to previous patterns of Type IIID site construction, if the Soviets intend to continue deployment at Kostroma, at least 1 if not 2 additional groups should be initiated by the spring of [redacted] 25X1D

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REFERENCES

[redacted]

DOCUMENT

1. NPIC. TCS-80876/66, *Kostroma ICBM Complex, USSR,* Sep 66 (TOP SECRET RUFF)

REQUIREMENT

CIA. C-DI5-82,972

NPIC PROJECT

11210/66 (partial answer)